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sortment of the latest
ARTS & CRAFTS, NOVELTIES,
and various articles
designed to excite
interest for FANCY WORK with
elegance and despatch, and at
very moderate rates.

“CHINA MAIL” OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL
(Hongkong Wu Ti Yat Po.)
ISSUED DAILY.
Crown 16. Man,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong-
kong, or 12s. 6d. Overseas,
including postage.

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號七十一年三十九百八十一英

HONGKONG, FRIDAY, NOVEMBER 17, 1893.

日十初月十日癸

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STANNET & CO., 30, Cornwall Street, GORDON & GOTH, Ludgate Circus, E. C. BATES & CO., 31, Victoria Street, E. C. BATES & CO., 150 & 151, Leadenhall Street, W. M. WILDE, 101, Cannon Street, E. C., ROBERT WARSON, 150 Fleet Street.

PARIS AND EUROPE.—AMERIQUE FRANC, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPE, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Mil-tons and 5th Avenue.

CEYLON.—W. M. SMITH & CO., THE ASPIRATIONS OF COLOMBO.

SINGAPORE SURATAN, etc.—KELLY & WARREN, 21, Singapore.

CHINA.—MACHO, A. DA CRUZ, Amoy.

NO. 10, QUEEN'S ROAD, HONGKONG & CO., SHANGHAI, LANE, CRAWFORD & CO., and KELLY & WARREN, Yekohama, LANS, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3% PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 5% PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1893.

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$25,000,000.

CAPITAL CALLED UP, \$25,035,15,000.

Bankers:

CAPITAL & COUNTS BANK, LIMITED.

Head Office:
3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed
Deposits can be ascertained on application.

Every description of Banking and Ex-
change business transacted.

CHANDREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 1893.

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq. H. STOUTEFORT, Esq.

CHAN KEE SHAN, CHOW TUNG SHANG, Esq.

Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND

AMOY.

BANGKOK.

THE COMMERCIAL BANK OF SCOTLAND,
PARL'S BANKING CO. AND THE ALLIANCE
BANK (LTD.)

Interest for 12 months Fixed 5%.

Hongkong, May 24, 1893. 1893.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,000,000.

RESERVE LIABILITY OF \$10,000,000.

COURT OF DIRECTORS:—

H. HOPFUS, Esq.—Chairman.

G. J. HOLLOWAY, Esq.—Deputy Chairman.

R. M. Grey, Esq. JOHN KRAMER, Esq.

Carl Jantzen, Esq. A. McConachie, Esq.

H. H. Joseph, Esq. J. S. Moore, Esq.

Hou, J. J. Kewell, Esq. D. B. Sascon, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2

per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.

For 6 months 4%.

For 12 months 5%.

T. JACKSON,
Chief Manager.

Hongkong, October 10, 1893. 1893.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,250,000.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 3% per Annum on the Daily

Balance.

ON FIXED DEPOSITS:—

For 12 Months, 5%.

For 6 Months, 4%.

For 3 Months, 3%.

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 1893.

Intimations.



NOTICE.

LANE, CRAWFORD & CO.

DRESS SHIRTS, COLLARS AND HANKIECHIES.

DANCING PUMPS AND EVENING SHOES.

CAMBRIC TIERS AND BOWS, DINNER TIERS.

GLOVES.

The Latest Styles in SILK SOCKS for evening wear.

GENTLEMAN'S WINTER UNDERCLOTHING.

NEW SCARVES AND CRAVATS.

BOOTS AND SHOES.

WINTER SUITINGS.

CLOTHING AND OUTFITTING.

LANE, CRAWFORD & CO.

Hongkong, November 13, 1893.

1893.

THE MOUNT AUSTIN HOTEL.

Telegraphic address, "MOUNT AUSTIN" HONGKONG, 1,400 FEET ABOVE THE SEA LEVEL.

No. 38, Queen's Road, Central.

THIS Magnificent HOTEL is situated at the most beautiful part of the HILL DISTRICT; the Air is delightfully cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Cuisine and Wines First-class.

THE TABLE D'HOTE DINNER.

Is served in the GRAND DINING ROOM at 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES read to Order.

For further Particulars apply to the Undermentioned, or to the SECRETARY at the Company's Office, 38 and 40, Queen's Road Central.

R. ISHERWOOD, Manager, MOUNT AUSTIN HOTEL.

Hongkong, October 3, 1893.

1893.

DAWSON'S PERFECTION

OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893.

1893.

HONGKONG HOTEL.

Telegraphic Address, "KREMLIN" A. B. C. Code.

THE Most COMMODOUS and BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pudder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open to spacious Verandahs, are lighted by gas and fitted throughout with electric communication.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American TABLES) are fitted with every convenience.

WINES and SPIRITS of the BEST KINDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

Night PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, October 21, 1892.

1892.

EVENING GOODS.

FOR EVENING SILKS.

For EVENING SHOES.

HONGKONG TRADING CO., 1, 3 & 5, D'AGUAR STREET, J. P. COTTAM, Managing Partner.

Hongkong, November 7, 1893.

1893.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Unnamed PORTS on the DATES named:—

FOR STEAMSHIP. DATE. REMARKS.

SHANGHAI...Japan...About 18th Nov....Freight or Passage.

SHANGHAI...Rosetta...About 19th Nov....Freight or Passage.

LONDON...Aden...About 21st Nov....[at MARSKEES, if sufficient inducement offered].

LONDON, &c., Sulu...Noon, 23

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SUTLEJ*, Capt. W. D. G. WORRICK, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with the S.S. *CARTHAGE*, which Vessel takes on her cargo for LONDON, via SUEZ CANAL, leaving that port on the 16th DECEMBER, 1893), on THURSDAY, the 23rd November, at Noon, taking Passengers and cargo for the above Ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed on to Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 9, 1893. 1893

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SALINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki), THURSDAY, Nov. 23, at daylight.
Kobe, Inland Sea and Yokohama) ...
City of Peking (via Nagasaki, Kobe, THURSDAY, Dec. 14, Inland Sea, Yokohama and Honolulu) ...
Okinawa (via Nagasaki, Kobe, Inland Sea, TUESDAY, Dec. 26, and Yokohama) ...
at 1 p.m.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 23rd November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH-BRN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transhipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Postage should be marked to address in full; value of same is required.

Conular invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Consular Office. Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 73, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, November 13, 1893. 1893

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SALINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Taco ... Tuesday Dec. 12.
Magd. ... Tuesday Jan. 2/94.
Victoria ... Tuesday Jan. 23/94.
Tacoma ... Tuesday Feb. 27/94.
Mond. ... Tuesday Mar. 20/94.

THE Steamship *TACOMA*, Captain J. H. Hiltz, sailing at Noon, on TUESDAY, the 13th December, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Conular invoices of Goods for United States should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Victoria, B.C., Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, November 9, 1893. 1893

Entertainments.



THEATRE ROYAL,
CITY HALL.

TO-MORROW!!!
THE MOST WONDERFUL ENTER-
TAINMENT IN EXISTENCE.

ZIO PAYNE

The Infallible Wonder and Champion
Fancy Lighting Rifle Shot
of the World,

FOR ONE NIGHT ONLY.

Under the Distinguished Patronage of His Excellency Major-General G. D. B. BARKES, C.B., Commanding H. M. Forces in China and Hongkong; also of Commodore G. T. H. BOYCE, R.N., Senior Officer, Hongkong and Southern Division of the China Station.

Will, for the second time, have the honour of appearing with

An Entire Change of Programme.
WITH NEW AND DIFFICULT FEATS
OF SHOOTING.

ZIO PAYNE

IN HIS INCREDIBLE, MIRACULOUS
AND STARTLING FEATS!

TO-MORROW (SATURDAY), 18th Inst.

Dress Circle and Stalls \$2

Back Stalls 1

Soldiers and Sailors in U.S. Form, Back

Seats, 50 cents.

Eight Tickets for \$13.—Transferrable.

Plan can be seen and Tickets obtained from Messrs. KEENE & WALSH, LIMITED.

Doors open at 8.30 o'clock.

Commence at 9 o'clock.

M. G. BARTON,
Business Manager.

W. ZIO PAYNE, -
Proprietor.

Hongkong, November 17, 1893. 1893

To-day's Advertisements.



WARRACK LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship

Lennox, Captain WARD, will be

despatched for the above

Ports at 4 p.m. on MONDAY, the 20th

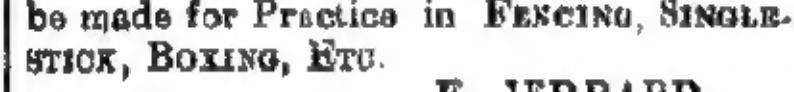
Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, November 17, 1893. 1893

To-day's Advertisements.



CHINA NAVIGATION COMPANY,

LIMITED.

FOR QUEENSLAND PORTS, SYDNEY

AND MELBOURNE.

The Co.'s Steamship

Tsinan, Captain RAMSAY, Commander,

will be despatched above on TUESDAY, the 21st Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloons are situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

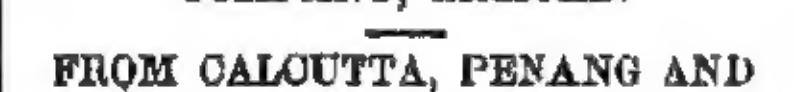
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, November 17, 1893. 1893

To-day's Advertisements.



FOR SIN-APONG, PENANG AND

CALCUTTA.

The Co.'s Steamship

Wingtsang, Captain D. A. DE S. CROZ,

will be despatched above on WEDNESDAY, the 22nd Inst., at 3 p.m.

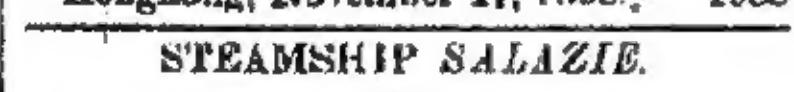
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, November 17, 1893. 1893

To-day's Advertisements.



NOT Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong. H. H. —

SACHEM, A German ship, Captain J. C. BARTLETT.—Jardine Matheson & Co.,

LIMITED.

VICTORIA DISPENSARY,

HONGKONG.

CONFECTIONERY, Etc.

We have just Received OUR NEW

STOCK of CONFECTIONERY

and are offering the same at prices suitable

for the present bad times.

CHOCOLATE CREAMS.

PATE D'APRICOT.

CHOCOLATE ALMONDS.

FANCY BOXES of SWEETS of VARIOUS

KINDS from Dollars 2 to Cents 25.

SUGAR-ED ALMOND.

BURNT ALMONDS.

MIXED SWEETS.

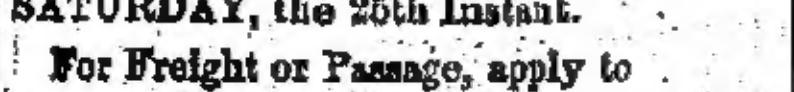
TOM SMITH'S CRACKERS.

RATTAN COR, Split RATTAN, CANTEEN REED

and SUNDRIES of all kinds.

Hongkong, November 17, 1893. 1893

To-day's Advertisements.



SHIPPING.

ARRIVALS

November 16:—

Pakshan, British steamer, 385, J. Jenkins, Bangkok Oct. 29, 1900—HONG HONG.

November 17:—

Lyzeen, German str., from Canton.

Normandie, Norwegian str., from Canton.

Taman, British steamer, 1,460, Gao.

Ranbow, Foochow Nov. 15, noon,

General BUTTERFIELD & SWIRE.

Pekin, British steamer, 1,617, D. A.

McWILLIAMS, October 29, and Singapore Nov. 15, General MALLARD & CO.

Solstice, French steamer, 2,068, A. Paul,

Marcellus October 15, and Sagon Nov. 15,

General and General—MESSAGERIE MARITIME.

Wingtsang, British steamer, 1,617, D. A.

McWILLIAMS, October 29, and Singapore Nov. 15, General MALLARD & CO.

Salice, French steamer, 2,068, A. Paul,

Marcellus October 15, and Sagon Nov. 15,

General and General—MESSAGERIE MARITIME.

Wingtsang, British steamer, 1,617, D. A.

McWILLIAMS, October 29, and Singapore Nov. 15, General MALLARD & CO.

Salice, French steamer,

THE CHINA MAIL.

NO. 9602.—NOVEMBER 17, 1893.

At the regular meeting of the Perseverance Lodge, No. 1165 E.C., held last evening, Brother P. R. Simmonds was elected Worshipful Master. Bro. F. Kiona was elected Treasurer, and Bro. J. E. Grimble Tyler for the ensuing year.

The following will play for 'Under 30' v. 'Over 30' in the Cricket match to-morrow (Saturday), commencing at 11 a.m.—G. C. Murray, E. S. Eekiel, S. L. Darby, K. W. Mounsey, P. G. Anderson, H. R. Rogt, E. F. Lammet, J. A. Strick, S.L.L., F. B. Desco, D. D. Markham, S.L.L., J. P. Barton, R.N., A. N. Other.

This morning at the Magistracy Mr Thomas, of the Grill Room, charged a servant boy with stealing twenty-nine eggs. Mr S. H. Schmid, who is at present assisting Mr Thomas, stated that he saw the boy leaving the Grill by the back door last night, about eleven o'clock. Captain Hastings bound over the accused to be of good behaviour for three months in a sum of \$50, or to go to prison for six weeks.

Mr and Mrs G. B. Dodwell are to give a 'Grand Living Waxwork' exhibition at La Hacienda, Mount Kollet, in aid of St. Peter's Scammon's Church new organ fund, on Saturday, 3rd December, from 8 to 5.30 p.m. Such an entertainment is quite a novelty in Hongkong, and the 'figurines' will no doubt be regarded with much interest. The band of the Shropshire Regiment will play at the exhibition.

At the Magistracy this afternoon, Mr H. E. Wodehouse conducted an inquiry into the circumstances attending the death of a quarryman at Po Kwan, Kowloon, on the 7th inst. It will be remembered that deceased was examining a bore for an unexploded charge when the charge exploded and inflicted upon him fatal injuries, that the affair was hid from the authorities, and that the body was exhausted for medical examination. His Worship found that deceased died from injuries received accidentally.

The Magisterial inquiry into the circumstances attending the fire at 115 Praya West on the 11th inst. was resumed at the Magistracy this afternoon by Captain Hastings. One of the foks in the shop was cross-examined at great length by Mr G.C.C. Master (of Messrs Johnson, Stokes and Master), who appeared on behalf of the Insurance Agent, Mr G. R. Stevens. His Worship gave the following finding:— 'Cause of fire upsetting of a kerosene lamp, but whether accidental or an act of incendiarism there is not sufficient evidence before the Court to decide. The policy having been taken out the day before and the contradictory and unsatisfactory replies of the accountant and master on this point were extremely suspicious. As to the stock in the shop, if there was any at all, there is no evidence of a reliable nature before the Court. Premises released.'

Last night the Institution of Engineers and Shipbuilders of Hongkong gave a very enjoyable dance in St. George's Hall. There were upwards of 200 persons present, including members and their friends.

The band of the Shropshire Regiment, as it always does, played very fine music, though the opinion amongst the critical was that the band has still to learn how to play music for the reels. The arrangements for the dance were of the most complete and satisfactory nature, reflecting the utmost credit on the Committee and the indefatigable Secretary (Mr R. Mitchell). Mr W. Ramsay discharged the onerous duties of Master of Ceremonies in his usual efficient way. Dancing was kept up with spirit till half-past one o'clock this morning. Everyone was highly satisfied, and as this is likely to be only the first of a series of dances to be given during the winter by the Institution, those who can enjoy a dance will have other opportunities of partaking of the hospitality of the members.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Canadian Pacific Railway Co.	\$30
Hop Hung	50
Hop Fook Co.	50
Robert Jack and Co.	25
Yuen Fat Hung	25
Ho Koi Yin	25
Pon, Wing Chuen	20
Hang Koo	15
Kwong Mo Tai	15
Man Moh	15
Kong Eng Sun	10
Kwan Mo	10
Kwong Sing	10
La Tai Fung	10
Ng Yuen Hung	10
Seng Wo	10
Yen On	10
Yen Yuen	10
Choon Kee	10
Chit Wo	10
Obit Yau Lau	10
W. G. Humphreys	10
J. D. Hutchinson	10
Kwan Hing Loong	10
Kwong Chong	10
Kwong Fong	10
Kwong Fong Wo	10
Kwong Man Cheong	10
Kwong Man Wo	10
Sang Wo Tai	5
Sing Tai	5
Tak Loong On	5
Wing On	5
Wing Ching Cheong	5
Wing Seng Shan	5
Yee Cheong Ching	5
Yue Wo Loong	5
Yuen Chong Lee	5
Yung Kee	5

Recent American papers report that a new steam yacht of extraordinary small size accomplished a most wonderful speed during her trials off New York at the end of August last. She is called the 'Frisco' (1), a Japanese equivalent of the 'Frisco', and a name she has abundantly justified. It is reported that several general stores have lately had to close their doors owing to the collapse of business, after passing through a prolonged hard time.

This morning, in delivering judgment, His Lordship, in arriving fully into the facts of the case and against Mr Wilkinson's legal contentions quoted from his judgment, held that the 'Frisco' was a quadruple expansion engine, the amount of blue in his paint, and the size of the pistons is only about 92 in. The boiler is tubular and the tubes are of extremely small dimensions. To obtain 800-horse power, the revolutions are bound to be 620 per minute. It is a fact of this description that he had been offered to those who rule the navy of European maritime Powers, it would probably have been once rejected.

Lieutenant-Colonel Barrow, who left India a few days ago to command the Hongkong Regiment, has been afforded an opportunity of testing the relative value of the wing and double company systems, and for the benefit of his brother Staff Corps commander, he discussed the two in the new number of the *Journal of the United Services Institution of India*. Colonel Barrow's views to having been long adverse to the wing system, believing it not only cum-

bersome from an administrative point of view, but ill-adapted to meet modern tactical requirements. Farther than this, Colonel Barrow believed it has a most paralyzing effect on the energies and individuality of the younger officers. The formation of the Hongkong Regiment afforded Colonel Barrow the opportunity of putting his theory into practice. Though officially the wing system was retained, and wing officers did not require. Shortly after six o'clock, however, the Brigade were called out to a fire at 5 Pan Kwei Lane, near the Koh Shing Theatre. The fire occurred in a family house on the first floor. With the exception of this floor no other part of the house was damaged by the fire, thanks to the efforts of the Fire Brigade, but considerable damage was done by water to the ground floor. The building, which is not of much value, is insured, but the contents of the house are not insured. It is stated that some clothing hanging on the wall of the house caught fire from a kerosene lamp. The woman who occupied the floors states that she has lost clothing valued at over \$100.

This controversy upon the Victoria collision may now be considered as closed, and the question presents itself, what lessons have been taught by it? Whittled down to its barest dimensions the contention of Admiral Colman is for more experience for the purpose of obtaining larger knowledge of the actual movements of ships under various conditions, and the wider dissemination of the officers' orderlies or amateur's relations coming to the fore in those who are competent to get promotion. The Moors' loss must be considerable. The fort has been reinforced and the officers have orders to shell the enemy as long as they show any sign of hostility. The parish of Dung has been abandoned by its inhabitants, who have taken refuge in the city to save themselves from aggressions.

OFFICIAL NEWS AT MADRID.

Oct. 2.

At 11 a.m. the Minister of War received a telegram from Madrid, stating that yesterday morning a large number of Moors had been put to the sword in course of construction of a fort at Sidi-Guariach. General Margallo left in charge of the town could give no other details but that he observed from the town that active firing was going on.

At five in the afternoon the troops returned, headed by General Margallo, who had a conference with the Minister of War, by telegraph.

General Margallo telegraphed as follows:—

Shortly after daybreak I was informed that Sidi-Guariach was being fired on. I mounted, and followed by 700 officers who composed the garrison of the place, I saw an armament mounted left for the Moors around the fort at Sidi-Guariach in course of construction, and the situation of the 40 men who composed the garrison of that place must have been very unpleasant. The fort was occupied by them from 4 a.m. from Mbala. I addressed 3 men from the cavalry to bring me news of the garrison. At the time of sending this telegram only one man of the three I sent has returned; the 40 men of the fort, seeing it was impossible to resist such immense odds, fell back to the hills of the Camellies, whence they came to town. In the combat which lasted the whole day, we lost 3 men killed and 33 wounded, including 3 officers. One of those officers belonged to the reserve, and, on learning the news by telegraph, volunteered, and along with a group of civilians, went forward and rendered valuable assistance to the troops.

The struggle commenced between the Spanish regulars and the Moors at short distance. In some instances the combat was hand to hand.

The Moors were firing the whole day, and generally were believed to have killed many of the enemy.

The whole population, as well as the prisoners, have requested to be supplied with arms to defend the country.

General Margallo telegraphed as follows:—

Per P. and O. steamer Victoria, from London, Nov. 2.—From Yokohama: Colonel H. Stock, Mr George, To Kobo: Miss

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THE CHINA MAIL.

No. 9602. - November 17, 1893.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOT POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 29th November, 1893, at Noon, the Company's S.S. CALEDONIAN, Commandant FLAUMIN, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for the above places.

A cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted to:

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th November, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.
Hongkong, November 15, 1893. 1893

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
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SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki) THURSDAY, Dec. 7,
Kobe Inland Sea ... at 1 p.m.
Bolice (via Nagasaki) ... THURSDAY, Jan. 4,
Kobe, Inland Sea ... 1894, at 1 p.m.
Oceania (via Nagasaki, Kobe, Inland Sea ... TUESDAY, Jan. 23,
Sea, Yokohama ... 1894, at 1 p.m.,
and Honolulu) ...

THE Steamship GAELEC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 7th December, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, November 14, 1893. 1893

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SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

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SANTAL-MIDY Beware of fakes. All other capsules or mixtures contain impurities, resin, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

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